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Hongkong, 22nd August, 1904. [a2015]

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[31]

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Only communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.H.C. 5th Ed. Editor's P.O. Box, 33. Telephone No 12.

The Daily Press.

HONGKONG OFFICE: 14, DEE VEUX ROAD 31.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 25th August, 1904.

The position or treatment of the Suez Canal, in case Great Britain were at war with a naval Power, has often been a subject of speculation. Some have suggested that we, or rather our population at Home, would be placed in dire straits if the Suez Canal were to be blocked by a European enemy. The blocking of the canal, as everybody who has ever passed through it must have realized, would not present insuperable difficulties. It would be by no means so hazardous or tedious an operation as the Japanese discovered the bottling of Port Arthur to be. Once blocked, there would be a great augmentation of traffic round the Cape, and the southern route would thus become a happy hunting ground for inimical cruisers. The telegram we published yesterday morning, referring to the presence of a Russian cruiser off south-east Africa, brings this all the more forcibly home to us. In a footnote to that message, we suggested that the Russians were preying on vessels that are following the Cape route to avoid Canal dues. Another obvious and excellent reason for avoiding the Canal has been afforded by the presence and behaviour of the Russian Volunteer cruisers in the Red Sea, so that we have to-day some illustration of the state of things as they would be were the Canal actually obstructed, as suggested. Commander W. C. CRUTCHLEY of the Royal Navy Reserve has recently said that there would be other and equally important difficulties attending the pursuit of the Cape route, the question of coaling facilities being particularly emphasised. Cape Town could supply a couple of thousand tons a day, Saldanha Bay might be very helpful; but East London, Port

Elizabeth, Durban, and Sierra Leone as coaling places have not been properly encouraged, and could (at present) render only meagre assistance. On the other hand, the opinion of another expert, Colonel Sir H. M. Hozier, offers an anesthetic for the fears being felt. His opinion is that no conceivable enemy would find it of service to block the Canal, as they would depend upon it, equally with ourselves, as the route for coal, ammunition, and food. It is a question for naval experts, almost solely, and we have seen that doctors may differ. If the presence of a few cruisers in the Gulf of Aden can induce vessels to reduce their cargo space in order to bunker for the voyage round the Cape, it is not easy to realize what things would be like in the event of a European war between supreme naval powers. Of course, the conditions in the Russo-Japanese war are absolutely dissimilar to those postulated. So far, Japan has had no ships available to be detached and sent so far away from her own waters, or we should have heard less of the panic amongst merchantmen. Still, the effects of the interferences recorded must go far to awaken our Home authorities to the possibilities in case of such a war as we have presumed possible. The "dear land" would in such case be something much more real and significant than a mere election cry. Hence, doubtless, the periodical advocacies of national granaries, and national insurance, subjects at present under consideration by a Commission.

Those who recognise the mental limitations of humanity are not surprised at, nor deceived by, the inevitable over-emphasis of persons who are pro-thus and anti-that. *L'Echo de Chine*, the decidedly pro-Russian journal which thinks it sinful for the other "journaux Shanghaiens" to be pro-Japanese, has for some time been carrying its diatribes to absurd lengths. Our aversion to vulgar controversies cannot restrain us from labelling as very silly our Gallic contemporary's recent description of the Japanese action at Chefoo as "une violation indigne des principes les plus élémentaires de la civilisation et de l'humanité." So far, if we except the recklessness with which "mines" were allowed to bestrew the high seas, and debar the cavalier treatment of unarmed Japanese junks and coasters, the Russo-Japanese war has to be described as a war in which these principles have been well observed by both sides. We discount the alleged Russian atrocities in Manchuria, and the Japanese ill-treatment of Koreans, attributing such nucleus of fact as may underlie these reports to the "black sheep" always to be found in every army. Perhaps we ought to add that the sentiment quoted would be reasonable in the mouth of a Quaker, a Tolstoy, or a Stead; but we would be surprised to hear that the bellicose *Echo de Chine* claimed to speak from a common platform with those idealists. Rather we would attribute to our excitable contemporary some such emotion as the kitten evinces, when it demonstrates before its feline mother its ability to swear at nothing in particular.

Yesterday's plague return: nil.

Many Canadians and Australians volunteered for service in Tibet.

The Penang Amateur Dramatic Club is staging "The Magistrate" this week.

Burmah kerosene oil, under the name of Chop Gajah, is now being retailed in Singapore at 95 cents a tin.

The H.V. Corps Orders yesterday notified that Messrs T. Abley and J. E. Ellis had joined the Volunteers, and been posted to the Right Half, No. 1 Company.

A Bengali has been fined \$15 and sentenced to one day's imprisonment at Singapore, for kidnapping a European child about two years of age. The penalty seems inadequate.

Mr. Joseph Conrad, author of "The Typhoon," began writing to kill time during a six months spell ashore, says the *Academy*. The "vice of killing time" therefore has turned up trumps once at least.The Portland & Asiatic S.S. Co. inform us that the captured steamer *Arabia* was to leave Vladivostok yesterday. The Hongkong cargo was released. The *Arabia* is to-day announced to sail from Hongkong on the 5th prox.Among the passengers who left by the *Empress of India* yesterday was Mr. Irvin W. Kow, who has been working with his brothers for some time in Hongkong, and has now gone to study for his graduation in the dental department of Harvard University.

Doctors and others make a great mistake, says a feminine Home paper, in crusading against corsets of tight-lacing. The corsetless savage and the miracles of Greek art who are held up to us as models did not cycle, motor, rush around through a "season," eat four heavy meals a day, nor do many other things that we do.

Pollard's Lilliputians are arranging to visit Hongkong in October. They leave Australia for the East next month.

Mr. William George Smith, English Professor at the Tokyo Nobles' School, has the King's permission to wear the Emperor's gift of the 5th Class Order of the Sacred Treasure.

The last batch of twenty Australian horses brought by the s.s. *Heathercliff* for the Yokohama Race Club were described by the *Japan Gazette* as the swaggiest lot yet.The *Lokal Anzeiger's* Lisbon correspondent telegraphed that a report had been going about of the sudden death of King Carlos on board his yacht. The truth appears to be that the King of Portugal, when in a heated condition, drank two glasses of ice-cold beer, causing a rush of blood to the head, in consequence of which he remained some time unconscious.

The Shanghai Municipal Council, anxious to further the "social purity crusade" in that Settlement, invited the Consuls to lay their heads together and agree upon more uniform and drastic penalties for such persons as might be convicted. The Senior Consul replied that there could be no interference with the right of the various nationals to be tried by their own Consuls.

By kind permission of Lieut.-Col. Iremonger and officers, the Band of the 13th Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):
March..... "Pied Service"..... Ord Hume
Overture..... "Tenerelli"..... Rossini
Selection..... "The Bohemian Girl"..... Gilbert
Intermezzo..... "Pendant le Bal"..... Gillet
Sol. et. duo..... "Reminiscences of the Plantation"..... Chambers
Waltz..... "The Choristers"..... Phelps
Two Step..... "Mumblin Moss"..... Thurban
"God Save the King"

Captain J. R. Durant, of the ill-fated *Knight Commander*, is one of the best known and respected skippers visiting Colombo, says the *Times of Ceylon*. A letter has been received in Calcutta by a friend from Captain Durant, dated Straits of Malacca, 21st June. In the course of his letter Captain Durant says:—I am again on this side of the Canal on a long, tedious voyage to the Far East. First we go to Singapore (there to-morrow D. V.), then to Manila—thence Shanghai, Yokohama, Kobe, and finally, Cebu. For the latter port we have about 3,000 tons of bridge material and nearly all 7-ton pieces. I would rather be loading coal in Kidderpore than this. We were in New York a month loading. How long it will take us to put it out I know not. Fancy, it is forty-five days to-day since we left New York. I expect to be in Cebu a month. We are all the same crew, and none of them like it—who would?

RUSKIN ON WAR.

It cannot be regarded as malapropos to quote, in these days of sentimental horror at some very apparent disabilities, some words that Ruskin spoke to the cadets at Woolwich. Ruskin had taken the facts of history as a necessary process too often omitted when facts are acquired; he had sought out and discovered their application. Some ideas are very pleasant to contemplate; philosophically, their propositions are often incontrovertible; but facts are stubborn things, and results that were patent to Ruskin may be just as patent to others who realise what way lies stagnation and decay.

"All the pure and noble arts of peace are founded on war; and great arts never rose on earth, but among a nation of soldiers. There is no great art possible to a nation but that which is based on battle. . . . When I tell you that war is the foundation of all the arts, I mean also that it is the foundation of all the high virtues and faculties of men. It is very strange to me to discover this, and very dreadful—but I saw it to be quite an undeniable fact. The common notion that peace and the virtues of civil life flourished together I found to be wholly untenable. Peace and the virtues of civil life only flourish together. We talk of peace and learning, of peace and plenty, and of peace and civilisation; but I found that those were not the words which the Muse of History coupled together; that, on her lips, the words were—peace, and sensuality—peace, and selfishness—peace, and death. I found, in brief, that all great nations learned their truth of word, and strength of thought, in war; that they nourished in war, and wasted by peace; taught by war, and deceived by peace; trained by war, and betrayed by peace—in a word, that they were born in war, and expired in peace."

MAXIMS BY A MAIDSERVANT.

"I've seen a good few weddings, and think there's munny wasted at weddings as ud cum in very an' sumtimes afterwards."

"I never took much to garden, but the root of evil is a plant I wouldn't mind avvin a try to rear."

"We women expects too much from men, will man thinks we're just on or on to make the path of life a flower-strewn way for em."

"If you take my advice you'll keep all yer eyes open when you're in the company of sumone wat's got nice manners."

"You can get deceived as easy with an egg as you can with a man. In both cases there's disappointment, but you notice it quicker with the egg."

"Abbit is a fine thing, if you start off in the rite derekahn. The worst of it is people are apt to incurridge had abbits instead of good uns."

"Sumone sed one day in my ear'n that men was only wat we wimman made em. Ori I can say is that if I couldn't git better results than sum of em as I've spotted, I'd take on charrin—single charrin—and leave matrimony to the few."—*Kobe Herald*.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

OUR NEW PARIS REPRESENTATIVE.

LONDON, 24th August.

The Rt. Hon. Sir Francis L. Bartie, G.C.V.O., Great Britain's ambassadorial representative in Italy, succeeds the Rt. Hon. Sir E. J. Monson, G.C.B., as ambassador to France.

[The Hon. Francis Lovem Bartie is the second son of the 6th Earl of Abingdon, and is just sixty years old. He has seen service in various State departments.]

[REUTER'S SERVICE.]

ROYAL GODFATHERS.

LONDON, 22nd August.

The official sponsors at the baptism of the Terrorist include the Kaiser, King Edward, and the King of Denmark.

CORRESPONDENCE.

TRAM FARES.

TO THE EDITOR OF THE "DAILY PRESS."

24th August.

SIR,—Might one suggest that there should be at least a 2nd class accommodation for middle class Europeans and other nationalities who can ill afford to pay 1st class, and being of cleaner habits than the bulk of Chinese would not mind paying a trifle more in order to avoid 3rd class fare and its numerous parasitical concomitants?

If not convenient to reserve 2nd class space, then I would suggest that Europeans and other nationalities other than the well-to-do class, be allowed the option of travelling 3rd class. I doubt whether the latter class of Europeans would abuse this arrangement, and at the same time, it would be fairer to that class of poorer Europeans, including our sailors and soldiers, all of whom would appreciate a 2nd class fare.

The present system of the seats being used alternately for 1st and 3rd class is anything but good. No doubt, with time, many of these little inconveniences and irregularities will be swept away. We all look for a clean seat; the less attempt at fancy cushions, the better for the sanitary condition of the cars.—Your truly, T. H.

DISESTABLISHING BUDDHISM IN CHINA.

The Yunnan correspondent of the N.C. *Daily News* makes the following interesting comment.

The Master said: "What you do not like when done to yourself, do not do to others." We have had a startling example of how modern Confucianists carry out this precept. A few weeks ago a proclamation under the authority of the Governor of the province was issued in Yunnan ordering Buddhist monks and nuns to leave their temples and become laymen again. All over 50 years of age, who were not supposed to be able to earn their living as laymen, were to receive a pension from the Government. The rest had to find homes for themselves. It is reported that this proclamation touches nearly 2,000 people. Why this anti-Buddhist propaganda? Has the Governor been reading contemporary history, and does M. Combes, the French Premier, seem a hero to him? Is there an uprising in China also against the clergy? Nothing of the sort. Funds are low. Students must be sent to Japan. Local mandarins won't touch the ordinary funds for this new charge, and hence they have decided on the disestablishment of the Buddhist Church. The people as a whole resent this wholesale confiscation, and trouble seems to be brewing.

[We may remind readers that the disestablishment of Shinto was differently effected in Japan. *En passant*, can nuns become laymen?]

THE CHEFOO INCIDENT.

It is worthy of note that the Russian destroyer *Beshtelin*, which was so ignominiously towed out of Chefoo harbour by the Japanese, is the destroyer which fired on and torpedoed the Indo-China steamer *Hipsang* off Pigeon Bay.

We understand that Admiral Sah, the commander of the Chinese squadron at Chefoo, felt the action of the Japanese destroyers in ignoring his authority so keenly that he landed down his flag and telegraphed his resignation to the Viceroy at Nanking. The Viceroy, however, refused to accept his resignation, and, it is said, assured the Admiral that he was convinced no responsibility rested on him (the Admiral) for the contretemps, and that he would see he was not made to suffer in consequence of the affair.

—*Shanghai Mercury*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 23rd at 3:53 p.m. orders were given to hoist the black S. Cone and 1 black drum.

On the 24th at 9:45 a.m. orders were given to hoist the black S. Cone.

At 11:12 a.m. The barometer has risen in the Philippines and the extreme north and has remained practically stationary throughout China.

A slight fall is registered at Gap Rock.

The typhoon is now situated nearly due south of Hongkong and is still moving westward.

Moderate N.E. winds will prevail in the Formosa Channel and strong E. veering to S.E. winds in the northern part of the China Sea.

Forecast—Strong E. to S.E. winds, squally, showery.

THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

Tokyo, 24th August.

According to the report of the commander of the *Asashio*, the *Sevastopol*, while bombarding the Japanese position on land from outside the harbour, on the 23rd instant, struck a mine and inclined considerably to starboard with her bow submerged in water, and was towed inside.

[REUTER'S SERVICE.]

RUSSIAN NAVAL APPLIANCE LOST.

LONDON, 22nd August.

The floating dock for the Baltic fleet while on the way from St. Petersburg to Libau broke in two, and was totally lost.

RUSSIAN CRUISERS FAR SOUTH.

LONDON, 22nd August.

A Durban steamer reports that an unknown warship, believed to be Russian, was off Cape St. Francis on Thursday.

The cruiser *Tetetz* and two torpedo-boats passed the Great Belt yesterday en route to the Red Sea in search of merchantmen.

AMERICAN T-UST IN JAPAN.

LONDON, 22nd August.

Officials in Washington state that American warships have been specially instructed not to attempt to protect Chinese neutrality.

The admiral has not been instructed to interfere with the action of Japanese vessels. The officials are convinced that the Japanese do not intend to violate neutrality.

CHINESE OBSTRUCTIONIST FOILED.

The Shanghai correspondent of the *Times* telegraphing to that journal last month, said:—The official commencement of work on the Shanghai-Nanking railway, which had been arranged for June 30, has been postponed, owing to unforeseen difficulties raised at the last moment by Sheng Ta-chen.

The persistent obstruction of this notoriously corrupt official to all British enterprises during recent years contrasts strongly with compliance to Franco-Belgian financiers. In the present instance the British and Chinese Corporation, anxious to carry out the work without further delay, had consented to several new conditions regarding engineering and financial details, but was unable to meet Sheng's latest demand—namely, that the chairman of the board of directors should be a Chinese. For this demand Sheng alleges as a reason his desire to save China's face, but the precatation was not taken in the case of the recent French and Belgian railway concessions, in which full control over expenditure was recognized as belonging to those who provided the funds. Upon this strong remonstrance of the British Minister the Waiwupu has now directed the Chinese Minister in London to issue the loan bonds. At the same time the intimation has been conveyed to Sheng Ta-chen that his Majesty's Government cannot view with equanimity any further manifestation of hostility to British interests. Sir E. Satow's energetic action is regarded as an indication that the Government will now insist on the unobstructed development of this and other valuable railway concessions, obtained by England as a result of China's breach of faith in 1895.

PENANG JOCKEY SUSPENDED.

Everybody who knows Mr. W. Butlin, the importer of griffins into Penang, holds him in good report, and local turrites all admire the clever riding of his son, young "Jackey" Butlin. It may be news to a good many, however, that the lad, who has always been known as "straight," was suspended for six months in Australia in a manner which the press of the country unanimously agreed was bordering on unfairness.

The consequence is that the lad cannot ride in the Straits. His father is naturally indignant at what he considers hard treatment, and certainly the case seems to us to reflect in no way upon either owner, trainer, or jockey, and yet all three were suspended for six months! According to Butlin, junior, there had been a boycotting of a certain meeting by a number of trainers, and the sentence imposed seemed to be a matter of revenge.

A fortnight before the fatal race he had stered *Irrington* (the horse disqualified) to victory. In the next race it did not run, and then was entered for the Somerton handicap, as well as a stable companion, *Bright Pilgrim*. The latter won, with *Sport Royal* a neck behind and only a neck in front of *Irrington*. The papers described it as a "splendid finish." Could anything sound more straightforward and above board? The charge was that *Irrington* was not meant to win! Butlin and the trainer were cross-examined, and left the meeting thinking there was nothing of importance in the incident. To their surprise and chagrin owner, trainer, and jockey received six months, and an appeal failed to obtain a reversal of the decision. Details of the charge seem to have been kept mysteriously dark.—*Pinang Gazette*

THE AIMS OF JAPAN.

There is now in London a very notable Japanese statesman, whose command of the English language enables him to familiarise the press with Japanese ideas. This is Baron Suwayama, a former Minister of the Interior of the Mikado. The Baron came down to my office last month, and I seized the opportunity to interview him as to "The Yellow Peril," "Asia for the Asiaties," and the possible extension of Japanese ambition.

The Baron, who is a genial humorist, gaily laughed at the notion that the Japanese could ever fall a prey to the temptations which success in war so often brings in its train.

"As for the Yellow Peril," he said, "tell me what is the meaning of this yellow peril?"

"Oh, it is very simple," I answered. "Japan, if victorious, will Japanese China, and the four hundred millions of Chinese, organised and drilled by Japan, would declare for Asia for the Asiaties, and where would Europe be then?"

"That assumes that we are Asiaties," said Baron Suwayama; "and that because Japan can organise the Japanese she can organise Asiaties. But it does not follow. Neither is it to be assumed that because Japan can equip victorious fleets and armies Asiaties nations can do the same. They are distinct from us, and the Chinese are very distinct. They are of different race. We are the most peaceful of men. We have an intense pride in our nationality; with them patriotism in our sense is unknown. They have never conquered anybody. They only ask to be let alone."

"But Genghis Khan—"

"Was not a Chinese. It is Russia rather than Japan who is the heir of the great Tartar conqueror. He plundered and conquered the Chinese."

"Well, have it so, if you will, but if Japan wins, will the Japanese head not be turned by your victories? I have known European nations fall a prey to such a temptation."

"Oh," replied the imperious Baron, "Europeans might. But you see we are not Europeans. We are Japanese."

"Angels evidently," I said laughingly, "not human beings. But what will this angelic nation do if victorious?"

"That," he replied, "we shall not say until we are victorious. It will be time enough then."

"But," I persisted, "I suppose that, speaking solely as a private person, you might be able to give me some idea of the limits beyond which the angelic nature of the Japanese would forbid them to go?"

"We all have our ideas, of course," said the Baron, "and the main lines of our policy are open to the world. We seek no conquests."

"We want no gold mines; we want no territory," I said. "We have heard that before. But we got both when our war was over."

"Maybe," said he; "but the Japanese are different."

"Well, then, let us hear what you want. Korea, I suppose?"

"Oh, dear me, no, any more than you want Egypt. We defend the independence of Korea, and to secure that we shall put it under the protection of Japan, excluding Russia from any share in Korean affairs."

"And how far does Korea extend? As far as Mukden?"

"Nothing of the kind. Korea is bounded by the Yalu, although it is, perhaps, true that the influence of Korea did extend north of that river."

"I thought so. And your antiquarians will discover that Mukden is essentially a Korean city. We have known such things."

"With you, perhaps not with us. We are not fighting to extend our frontiers, only to secure our own safety."

"Be it so. What do you propose to do with Manchuria?"

"Oh, Manchuria belongs to China. All that we shall seek is to secure an international guarantee that it shall always belong to China, and that China shall never hand it over to any other Power."

"And the Russian railway?"

"Oh, that will be made international and strictly and exclusively commercial, with its access to the sea in Port Arthur."

"I see; you propose to reproduce in the Far East the settlement made in the Near East after the Crimean War. Corea Japanised as Egypt is Anglicised, without annexation, and an international guarantee of the integrity of the Chinese Empire in Manchuria. The railway is to be the Bosphorus and Port Arthur the Constantinople of the Far East; with free access for trade, but hermetically closed for all purposes of war. And do you think the Russians will ever agree to that?"

"Not willingly, of course," said the Baron, lighting his cigarette. "But possibly. Who can say?"—*Review of Reviews*.

NO FOOLS LIKE OLD FOOLS.

Cleo de Merode, the dark-eyed dancing girl with raven Botticelli locks, on her return to Paris from Sweden, Norway and Denmark, was interviewed by Jules Huret, to whom she turned over as human documents three thousand love letters received from Scandinavian admirers, and a summary of which, without the signatures, filled half a page of the *Pigaro*. The writers were princes, architects, students, politicians, ranging from fifteen to seventy years of age. Six hundred were from men from forty-five to fifty-two. Two-thirds of these were married. Mlle. de Merode said: "My experience teaches me that married men in or approaching the fifties are the class which produces the largest contingent of ridiculous amatory jackasses, who make the biggest fools of themselves."

SUPREME COURT.

Wednesday, 24th August.

IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND T. SERCOMBE SMITH (JUDGE).

CHAN UT SUI AND PUN KAN SHAN V. CHU LEE AND CHOW PING.

The Court delivered judgment in this appeal against the decision of the Chief Justice. Mr. M. W. Slade (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, solicitors), was for the appellant; and Messrs. E. H. Sharp, K.C., and H. E. Pollock, K.C. (instructed by Mr. J. Scott Harston, of Messrs. Evans and Harston, solicitors), for the respondents.

The Chief Justice, in delivering judgment, said:—This is an appeal from the judgment of the Chief Justice in the above action, delivered on March 26th last, in favour of the respondents, who were the plaintiffs in the action. When the Praya Reclamation Ordinance was passed on May 10, 1889, there were three sections of Marine Lot 53a, which fronted the then Praya, namely sections B and D, and what was called 'the remaining portions.' There were also two sections, namely, section C and section A, which had no frontage on the Praya. The reclamation from the sea or harbour on the other side of the Praya (a fifty foot roadway belonging to the Crown and running between the harbour and Marine Lot 53a) was to be made under the Ordinance. Section 7, which is numbered as Section 8 in the new edition of the Ordinances, begins by reciting that (as I interpret the section) the 'frontagers,' or the majority of them, had already declared or signified their readiness to contribute towards the cost to be incurred for, and in connection with, the reclamation, provided the Governor would grant to them, respectively, Crown Leases of such equitable proportion of the proposed reclamation as might be available, having regard to public requirements in respect of roads and streets to be made on the land when reclaimed, and in the case of each frontager (as I interpret the word 'lessee' in the circumstances) having regard to the claims of other frontagers (the word 'lessee,' which I again hold to mean 'frontager,' in accordance with the interpretation given by the first few lines of the section).

The section then provides that a plan should be made, signed by the Surveyor-General and countersigned by the Governor showing in detail the portion of the proposed reclamation assigned to lessees (i.e. as I interpret it 'frontagers') in respect of the lots of land or sections thereof registered in their names at the Land Registry Office at the date of the commencement of the Ordinance. This plan was to be deposited at the said office and to have annexed to it a schedule containing a list of the lessees (i.e. as I interpret it 'frontagers') of such lots of land and sections as aforesaid, and the approximate contribution required from each of them in respect of the cost of his portion of the reclamation. This plan and schedule were to be gazetted. This was duly done. The plan showed the 'equitable proportions' of the reclamation in front of Marine Lot 53a, respectively allotted to Yiu Chow, the lessee of sections B and D, and to Chu Chuen, the lessee of the so-called 'remaining portion,' both being frontagers; and, of course, it showed no portion allotted to the lessees of sections A and C, who were not 'frontagers.' The schedule gave Yiu Chow 5,853 square feet and Chu Chuen 1,526 square feet. The system of apportioning to 'frontagers' only was carried out all through the scheme. Mr. Bruce Shepherd, the Land Officer, in his evidence stated:—'The general rule was to divide the reclamation according to the line of frontage, lineal frontage where undivided and frontage sections where divided. In the Government scheme no portion of the reclamation was allotted to back section owners of Marine Lots.' In my opinion that course was in accordance with the intention of the Ordinance. It has been acted upon all through, and to place any other interpretation upon the Ordinance now, when after fifteen years, the reclamation has been practically completed and 'frontagers' have paid their contributions and dealt with their interests in the portion allotted to them, would be most disastrous. In my opinion the plan and schedule allotted their respective 'equitable proportions' to Yiu Chow and Chu Chuen quite properly, and I cannot help believing that if those gentlemen had been let alone they would have signed the agreements for their respective portions of reclamation in due course. Someone, however, in my opinion, misreading the Ordinance, put it into Chu Chuen's head that he was entitled to a much larger proportion than that allotted to him, because he held a considerable proportion of Marine Lot 53a, as a back section owner. Whether it was the English gentleman who wrote Chu Chuen's letters to the Colonial Secretary I do not know. The name of that gentleman was mentioned in the course of the arguments, and it was clear to me that Chu Chuen's letters were not written by a Chinese. However that may be, the contention on the part of Chu Chuen was that the 'equitable proportion' which really ought to have been allotted to Yiu Chow was 'so small that he could not build upon it in conformity with the building agreement of the Reclamation Ordinance' (see letter, December 20, 1889). There was no evidence that Yiu Chow consulted any lawyer, and, fifteen years ago, Chinese in Hongkong were even less familiar with English law than they are now. Personally, I have no doubt that the real reason why Yiu Chow did not signify his acceptance in writing and enter into the agreement prepared for him was that he was afraid that those who asserted the claims of back section holders would

involve him in litigation and trouble if he did. Mr. Stephens, the lessee of back section C, was a lawyer, and even Mr. Bruce Shepherd, the official who was acting as Land Officer for the Government, appears to me in this particular case, for some reason which I cannot understand, to have given some countenance to the claims of the back section holders of Marine Lot 53a, because in his evidence he says:—'What I decided in the matter was that the person entering into the agreement should guarantee either to assign an 'equitable proportion' of the said reclamation, or to pay an equivalent in money to the owners of the back sections.' Now, if I am right in my construction of the Ordinance, the back section holders had no claim whatever. I cannot, therefore, quite see why Chu Chuen was allowed to enter into Yiu Chow's agreement, as well as his own, except upon the understanding that before the Crown Lessees came to be granted, years afterwards, when the reclamation should be finished, the question of what was Yiu Chow's proper proportion, that is to say his 'equitable proportion' of the whole reclamation in front of the whole of Marine Lot 53a, would have to be settled amicably or by the Court. In the letter of February 3, 1890, from the Colonial Secretary in response to a claim in respect of a back section, Chu Chuen was told:—'I am directed to inform you that your rights will be duly considered when the lessees to the reclaimed land are being prepared.' Chu Chuen had already been informed, by the letter of January 9, 1890, from the Colonial Secretary, that as a back section owner of Marine Lot 53a, he could not be allowed to sign a reclamation agreement, but as he would not take 'no' for an answer, further consideration of the matter was referred to the then distant future date when the actual Crown Leases would be granted. It is undoubtedly true that, in all the circumstances, Yiu Chow did not enter into the statutory agreement within the statutory three months from July 6, 1889 (the date of notification), required by the Ordinance. But it is also true that Chu Chuen only entered into the two agreements, namely his own and that into which Yiu Chow ought to have entered, on December 19, 1889, although the old date of October 5, 1889, was in each case allowed to remain unaltered on the agreement. The Crown could, however, I presume, by its representative allow the agreement to be entered into after the three months under its general powers, if not under its statutory authority. I do not think the 'undertaking' to assign an equitable proportion can fairly be construed as such proportion as 'I, Chu Chuen, erroneously consider to be an equitable proportion.' It must mean such a proportion as a Court of Equity would, if appealed to, hold to be an 'equitable proportion.' It is clear that the Government considered that Yiu Chow was to be deemed a person who was willing to accept the portion allotted him on the plan, because in the Government Notification, No. 530, in the Hongkong Government Gazette of December 19, 1891, a 'List of Lessees who have signified their acceptance of the portions of land assigned to them, etc., etc.' is given, and under the heading of 'Names of Crown Lessees or their assigns registered on date of acceptance,' the name of Yiu Chow is given as regards sections B and D of Marine Lot 53a. In my opinion if the matter had been brought for the decision of the Court in 1889, the Court would have held that Yiu Chow's equitable proportion of the whole reclamation in front of Marine Lot 53a was that portion allotted to him by the plan and schedule, and that Chu Chuen's equitable proportion was the other portion allotted to him by the plan and schedule, in respect of what was called 'the remaining portion' of Marine Lot 53a. It was admitted that the appellants stood in the place of Chu Chuen, their predecessor in title, and that the respondents stood in the place of Yiu Chow, their predecessor in title. I can see nothing affecting this case in the fact that, after this action was begun, the appellants were allowed to enter into a possessory agreement on giving a similar undertaking to that given by their predecessor, Chu Chuen, and on the whole I adhere to the judgment I gave in the Court below, and which went fully into the matter. On referring to my notes I see that the counsel for the appellants admitted in the Court below, while Mr. Sharp, K.C., the counsel for the plaintiffs, was opening his case, that the plaintiffs were entitled to a portion of the extension, i.e. of the reclamation; and if so, I can only say it appears to me that they are entitled to the proportion the plan and schedule allotted to Yiu Chow. The appeal, therefore, must be dismissed with costs.

The Puisne Judge said: In May 1889 the Praya Reclamation Ordinance, No. 16 of 1889, was passed to carry out a scheme for the reclamation of the foreshore opposite the City of Victoria. At this date, Marine Lot 53 A, which was affected by the Ordinance, stood divided into five sections, A, B, C, D, and a remaining portion. The owner of front sections B and D was Yiu Chow, predecessor in title of the present respondents. The owner of back section A and of the remaining portion was Chu Chuen, predecessor in title of the present appellants. Back section C was owned by Mr. M. J. D. Stephens. The alleged reclamation rights belonging to this back section were later on bought by Chu Chuen from Mr. Stephens for \$2,000 (see third paragraph of Chu Chuen's letter of 20th December, 1889), who, according to the proper construction of the Ordinance, were entitled to share in the scheme propounded by the Ordinance. According to the introductory portion of section 7 the persons so entitled were the Crown lessees or their assigns who, at the date of the commencement of the Ordinance, viz., May 10th, 1889, were registered in the Land Registry Office in respect of the

lots or sections thereof fronting the Praya roadway along the line of the proposed reclamation. In his judgment in the Court below the Chief Justice construed the words 'lots of land or sections thereof fronting the Praya roadway' to mean undivided lots which fronted the Praya roadway, and rejected the contention of the appellants that the words meant lots of land fronting the Praya roadway or sections of lots of land which fronted the Praya roadway antecedent to 'which' being 'lots of land' and not 'sections.' I concur in the construction adopted by the Chief Justice. It follows that those persons who owned back sections, i.e., sections not fronting the Praya roadway, were not entitled to share in the scheme propounded by the Ordinance, and that so far as M. L. 53 A is concerned only the owners of sections B and D, and of the remaining portion could participate in the reclamation in front of M. L. 53 A. The terms of admission to the scheme were that the eligible Crown lessees, or their assigns, should contribute towards the cost of the works, and that the Governor would grant Crown leases of such equitable proportion of the reclamation as might finally be available. Those terms being settled, a plan showing in detail the portion of the proposed reclamation assigned to lessees and a schedule containing a list of such lessees and the approximate contribution required from each were to be deposited at the Land Registry Office (Sec. 7 (b)). Pursuant to Section 7 (ii) the deposit of the plan was notified in the Gazette of the 6th July, 1889, and a copy of the schedule was simultaneously published. Thereupon it became necessary that the lessees who were desirous of entering into an agreement in the form of the schedule to the Ordinances should, within a period of two months from the 6th of July, 1889, signify in writing their acceptance of the portions of land (i.e., reclamation land) assigned to them on the plan deposited, and of their intention to enter into an agreement. Under these circumstances, Yiu Chow, who as owner of front sections B and D would have been entitled to his equitable proportion of the available reclamation in front of M. L. 53 A, upon signing the agreement, refused, for reasons which need not be speculated upon, to enter into the agreement. Thereupon Chu Chuen, for reasons which it is difficult to understand, was permitted to sign the agreement in respect of the reclamation to M. L. 53 A, sections B and D. That agreement was nominally dated Oct. 5th, 1889, and had attached to it a document which has been designated an 'undertaking' throughout this action. In this state of affairs, the successors in title of Yiu Chow brought an action against the successors in title of Chu Chuen asking for a declaration that they were entitled to such proportion (from front to back) of the whole of the reclamation to Marine Lot 53 A as the frontage of their property, sections B and D of the said lot, upon the old Praya roadway (now known as Des Voeux Road) bears to the whole frontage of Marine Lot 53 A upon the said roadway. The Chief Justice decided that if the plaintiffs were willing to refund with interest at 8 per cent. the \$2,000 paid by Chu Chuen to Mr. M. J. D. Stephens and the money contributed by Chu Chuen and the defendants towards the cost of making the Praya he ought to decree that the Crown lease of the whole disputed portion of the Reclamation ought to be granted (on payment of any further contribution that might become due in final settlement of the Praya Reclamation Accounts) to the plaintiffs; or if granted to the defendants, that the land must be held by them in trust for the plaintiffs. It is from that decision that this appeal lies. There are two questions raised on this appeal: (1) Was Chu Chuen a trustee for Yiu Chow? (2) If he was, of what was he trustee? By an agreement dated Oct. 5th, 1889, the Governor of Hongkong stipulated that upon the completion of a certain reclamation and upon payment by Chu Chuen of certain sums, he (the Governor) would grant to Chu Chuen a Crown lease of that portion of the reclamation delineated and coloured red upon a plan annexed to the agreement. In that agreement the name of Yiu Chow is struck out, and the name Chu Chuen is substituted. Chu Chuen must therefore have been aware that he was signing an agreement originally intended to have been signed by Yiu Chow. The plan annexed to the agreement showed that the reclamation of which a Crown lease was agreed to be granted was the reclamation in respect of Sections B and D of M. L. 53 A. Of this also Chu Chuen must have been aware when he signed the agreement. Further Chu Chuen was not the owner of sections B and D, as he well knew. Chu Chuen also knew that Yiu Chow was the owner of these two sections. Moreover, under the proviso to Clause 5 of the agreement Chu Chuen was to obtain no other rights over the new foreshore in front of the reclamation than he had in respect of sections B and D of M. L. 53 A. As he was not owner of sections B and D he had no rights of foreshore in respect of those two sections. The only way therefore of giving effect to this proviso would be to treat Chu Chuen as representing the real owners of sections B and D. From the agreement itself therefore, and from the fact that Chu Chuen was not owner of sections B and D, I conclude that Chu Chuen entered into the agreement not for himself but for Yiu Chow, and that whilst the legal right to the benefit of the agreement was in Chu Chuen, the equitable right was in Yiu Chow. Turning now to the Praya Reclamation Ordinance, all the reclamation projected under the Ordinance vested absolutely in the Crown, with power to the Governor, subject to the provisions of the Ordinance, to deal with and dispose of that reclamation to such an extent as in the case of other Crown Lands. These provisions

are contained in Section 7, which, in brief, provides for agreements to be entered into between the Governor and those Crown lessees who have complied with sub-section 11 of section 7, by signifying in writing their acceptance of the land assigned to them on a certain plan and of their intention to enter into an agreement. Yiu Chow being Crown lessee of sections B and D of M. L. 53a, was entitled to enter into the agreement which Chu Chuen signed, provided he (Yiu Chow) signified to the Crown his acceptance and intention as aforesaid. Notwithstanding the evidence of Mr. Bruce Shepherd that Yiu Chow 'did not signify his assent under the Ordinance,' it is clear, I think, that the Crown recognised Yiu Chow as a Crown lessee who had signified his acceptance under section 7 (2) of the Praya Reclamation Ordinance, 1889. This is made clear by Government Notification No. 530 published in the Hongkong Government Gazette of 19th December, 1891. That notification in part is as follows:—'The Praya Reclamation Ordinance, 1889.—List of lessees who have signified their acceptance of the portions of land assigned to them under the Praya Reclamation Ordinance 1889, section 7, sub-section 2.—In the schedule attached there is this:—Sect. No. 6—Registered No. of Marine Lot 53 and 53a: names of Crown lessees or their assigns on date of acceptance: Section B, Yiu Chow; Section D, Yiu Chow. I do not doubt therefore that Yiu Chow qualified to enter into the agreement, and as owner of sections B and D became under the Ordinance equitable owner of the right to the grant of a Crown lease of the reclamation delineated red on the plan annexed to the agreement, which he should have signed, but which was in fact signed by Chu Chuen. The legal right being by the agreement in Chu Chuen and the equitable right by the Ordinance in Yiu Chow, Chu Chuen was trustee for Yiu Chow of such right. Now what was that right? It was the right to a grant of a Crown lease, that is, a lease in fee simple, which is personal property. A contract for a lease is an interest in land within the meaning of section 4 of the Statute of Frauds; the words in the 4th section are 'lands, tenements, or hereditaments, or any interest in or concerning them.' The 7th section mentions 'lands, tenements or hereditaments,' but does not mention any interest in them. The inference is that interests in land such as a contract for a lease are not within section 7. But if this view be sound and the trust arising in the present case is a trust of lands, tenements or hereditaments within section 7, and if there is no document signed by defendant proving the existence of the trust alleged, nevertheless other evidence is admissible to prevent the Statute of Frauds from being used in order to commit a fraud. In *Rodoucauld v. Bristow* (1857) 1 Ch. at p. 206, Lindley, L.J. said:—'It is further established by a series of cases, the propriety of which cannot now be questioned, that the Statute of Frauds does not prevent proof of a fraud; and that it is a fraud on the part of a person to whom land is conveyed as a trustee and who knows it was so conveyed to deny the trust and claim the land himself. Consequently, notwithstanding the Statute, it is competent for a person claiming land conveyed to another to prove by parole evidence that it was so conveyed upon trust for the claimant, and that the grantee, knowing the facts, is denying the trust and relying upon the form of conveyance and the Statute in order to keep the land himself.' This passage in my judgment covers the present case if the property of which Chu Chuen was trustee is within section 7 of the Statute of Frauds. It was urged that Yiu Chow had forfeited his right to enter into an agreement and had been relegated to his remedies under Section 7 (6) of the Praya Reclamation Ordinance. If this is urged on the ground that Yiu Chow was not only out of time but also did not enter into an agreement the objection equally applies to Chu Chuen, who, though he signed an agreement, did not sign within the prescribed time, viz., on or before 5th October, 1889; for though that agreement was dated 5th October it is certain that it was not signed until some date between 6th and 20th December, 1889 (see letters of 6th and 20th December, 1889) and very probably not till 19th December, 1889. Moreover it concerned the Crown only, and in no manner concerned Chu Chuen how the Crown was pleased to treat Yiu Chow after he had signified his acceptance and intention, though he had failed to enter into an agreement. I think therefore that there is no force in any contention that Yiu Chow had lost his right to come in under the reclamation scheme, and had therefore ceased to have an equitable right to the grant of a Crown lease. Hitherto I have made allusion to the document which was attached to the agreement, signed on 19th December, 1889, and has been called the 'undertaking' throughout this case. I view that document as embodying a preliminary agreement for what it was worth between the Crown and Chu Chuen. By preliminary agreement I mean an agreement preliminary to the signing of the agreement under the Ordinance by Chu Chuen. It was a condition precedent to Chu Chuen being allowed to sign that agreement that he should give such an undertaking. That document came into existence as a result of the Colonial Secretary's letter of 6th December, 1889; without it, no agreement with Chu Chuen would have been made. That document does not in my opinion in any way control or modify or affect the construction to be placed either on the agreement of 19th December, 1889, or on the Praya Reclamation Ordinance, 1889, and does not throw light on the question of the property of which Chu Chuen was trustee for Yiu Chow. It may have evidential value on the point whether Chu Chuen considered himself a trustee

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.

PHOTO GOODS DEALERS,
17A, QUEEN'S ROAD.

(Same Premises as Messrs. Ah Choo.)

Hongkong, 8th August, 1904.

PO CHEUNG & CO.

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, ETC.

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 15th August, 1904.

[a1768]

for Yiu Chow, but I have not used it for that purpose. The Ordinance, the agreement, and surrounding circumstances demonstrate in my judgment that the relation of trustee and cestui que trust existed between Chu Chuen and Yiu Chow in respect of the right to a grant of a Crown lease of that portion of the reclamation which is marked red on the plan annexed to the agreement signed by Chu Chuen. It must be assumed that the land marked on the plan annexed to the agreement was allotted to the owner of sections B and D, because it was deemed to be the equitable proportion to which that owner was entitled by the Ordinance. At any rate, Chu Chuen was trustee for Yiu Chow of the portion allotted on the plan, and if Yiu Chow's successors in title, the present respondents, are dissatisfied with that apportionment there are means by which the question can be raised against the Crown as to whether they are receiving the equitable proportion contemplated by the Ordinance. In my opinion they will receive that proportion, though this expression of opinion is not necessary to the decision in this case. On the other hand, if the appellants think that they have a claim against the Crown by reason of the undertaking given by Chu Chuen they also have their remedy; but this cannot affect the rights of Chu Chuen and Yiu Chow, *inter se*, and those rights form the only matter for consideration in this appeal. I therefore think that it should be declared that the plaintiffs are entitled to the grant of a Crown lease of the area of land marked red in the articles of agreement dated 5th Oct. 1889, but apparently executed on 19th Dec. 1889; that is to say, to such proportion (from front to back) of the whole of the reclamation to Marine Lot 53 A as the frontage of the plaintiffs' property, sections B and D of the said lot upon the old Praya Roadway (now known as Des Voeux Road) bears to the whole frontage of Marine Lot No. 53 A upon the said roadway; and that the plaintiffs refund to the defendants with interest at 8 per cent. such sums as they, or their predecessors in title, have contributed to the cost of the reclamation in question, as well as the sum of \$2,000 for which Chu Chuen bought the alleged reclamation rights of the owner of back section C. This appeal should therefore be dismissed with costs.

BADINAGE.

I note that my friend Mr. Bonnet Burleigh has been advising Sir Y. Fukushima how to conduct the war. That's nothing. Lord Komura said to me as soon as the war commenced, 'Remember, we rely upon you.' And I haven't failed him, you bet. Earl Hayashi told the King that he didn't know where they'd have been if it wasn't for constantly getting tips from Siray Netas. Duke Ito said something to the same effect when I last met him, while Knight Kuroda has never been backward in acknowledging his obligations. I should not have said anything about the matter if it hadn't been for the statement made by the war correspondent of the *Daily Telegraph*, but when claims of this sort are going round, it would be mere mock-modesty on my part if I were to conceal how much the Japanese are indebted to 'F. A. G.'—*Kobe Chronicle*.

AN M.P.'S VIEWS.

Speaking at Sutton, Surrey, last month, Mr. Keswick, M.P., said that the recent incident in the Red Sea made one sigh for half-an-hour of Lord Palmerston, who would soon have settled the affair. He hoped there were others who would not act less valiantly and not less promptly for the glory, honour, and protection of the country. It was necessary in these days to be cautious, but over-caution frequently brought about the calamity it was desired to avert.

LATEST STEAMER MOVEMENTS.

The Indo-China steamer *Kungang*, from Calcutta and the Straits, left Singapore for this port on the 23rd August, at 6 p.m.

The A.L. steamer *Nippon* left Shanghai for this port yesterday.

The C.P.R. steamer *Empress of China* arrived at Vancouver on Tuesday, the 23rd August at 5.30 p.m.

The M.M. steamer *Ernest Simons* leaves for Shanghai, Kobe and Yokohama to-day at noon.

Most people, if asked why the 'Fortnightly Review' is so called, would reply, because it is published fortnightly, of course. It is, however, published monthly, and has been a monthly 'Fortnightly' since 1866.

TRADE MARK.

TELEPHONE No. 185.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th, February, 1904.

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAURE, WEGENER & CO.,

Sole Agents.

Hongkong, 18th May, 1903. 21

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price

On Sale at "NORTH CHINA HERALD"

OFFICE, Shanghai.

Messrs KELLY & WALSH

Hongkong.

or at all leading Booksellers in the Far East

Hongkong, 14th February, 1903.

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.

Hongkong, 1st October, 1904.

NOT RESPONSIBLE FOR DEETS

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers of the Crew of the following Vessels during their stay in Hongkong Harbour.

EOLIPSE, British 4-m. barque, J. McBryde.

STANDARD OIL CO.

QUEEN ELIZABETH, British ship, C. E. Fitch.

—Standard Oil Co.

INKUM, British str., Pearce—Arnhold, Ka-

berg & Co.

LYNDHURST, British 4-m. barque, Parnell.

—Standard Oil Co.

KENTMERE, British Ship, T. E. Birch.

—Standard Oil Co.

E. B. BURTON, American barque, Johnson.

—Order.

EVIE J. RAY, American barque, Kastia.

Sander, Wisler & Co.

SOKOTO, British 4-m. barque, Wm. Bourke.

—Standard Oil Co.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PERSA. Codes: A.E.C., 5th Ed.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS
TO LET

TWO LARGE ROOMS, on the Upper Level, with Bathroom attached, verandah and a Fine View of the Harbour.

Apply to—**"QUARTERS"**

Care of Daily Press Office.

Hongkong, 25th August, 1904. [2071]

HONGKONG GYMKHANA CLUB.

THIRD MEETING.

POST entries will be allowed in events Nos. 2 and 4, viz.: Tent Pegging and the Ladies' Nomination. The entrance fee for Tent Pegging has been reduced from \$5 to \$3.

GEO. K. HALL BRUTON,
Hon. Secretary Gymkhana Committee.
Hongkong, 25th August, 1904. [2072]

FAREWELL PERFORMANCE

and
GRAND TESTIMONIAL BENEFITat the
METROPOLE THEATRE.

SATURDAY, AUGUST 27th.

A Special Programme Arranged.

Mr. CHRISTIE announces that Saturday's performance will be the best for several weeks, as he contemplates making extensive improvements to the Theatre, including the installation of an electric light plant. This performance, besides being a farewell to the artist, will be made the occasion of a Grand Testimonial Benefit to his Business Manager, Mr. CHARLES WARE.

Tickets \$2 and \$1, Soldiers and Sailors in uniform half-price.

Tickets may be purchased and seats reserved at the Metropole Hotel or Prince's Hotel.

SATURDAY, AUGUST 27th.

Hongkong, 25th August, 1904. [2073]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HATTAN,"

Captain Beach, will be despatched for the above ports TO-MORROW, 26th inst., at NOON.

For Freight or Passage, apply to
DOUGLAS LARPAK & CO.,
General Managers.

Hongkong, 25th August, 1904. [2074]

STEAMSHIP "ERNEST SIMONS,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex ss. *De Valencien* and *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-day, the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 31st August, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st August, or they will not be recognised. All damaged packages will be examined on Wednesday, the 31st August, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th August, 1904. [2]



ZETLAND LODGE No. 325, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, on THURSDAY, the 1st SEPTEMBER, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 24th August, 1904. [2066]

TONG CHONG WO & CO.
No. 48, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [133]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

AND

GENERAL COMMISSION AGENTS.

SPECIALTY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies—

CHEE CHONG, Dealer in Human Hair.

SHUN LOONG, Preserved Ginger Factory.

CHOW LING YEE, Fire Cracker Factory.

Hongkong, 1st June, 1904. [1387]

THE AMERICAN SYSTEM

of

DENTISTRY

DR. M. H. CHAUN.

37, DES VŒUX ROAD CENTRAL, HONGKONG.

INTIMATIONS

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held at VOLUNTEERHEADQUARTERS on SATURDAY, August 27th, at 8 P.M.

Tickets \$2 and \$1, may be obtained from Messrs. Kelly & Walsh or Volunteer Headquarters.

If wet, the Concert will take place at the Theatre, City Hall.

Hongkong, 22nd August, 1904. [2047]

WANTED.

BY a Young and Capable Englishman, a position as BOOKKEEPER, TYPE-WRITER, or General Office Assistant, with a good knowledge of French.

Apply—**"SITUATION,"**
Care of Daily Press Office.

Hongkong, 20th August, 1904. [2033]

WANTED.

IN a Solicitor's Office in Hongkong, a thoroughly efficient SHORTHAND CLERK and TYPEWRITER (either male or female) salary to commence with £10 sterling per month.

Apply in writing to—**LEX.**
Care of Daily Press Office.

Hongkong, 20th August, 1904. [2035]

MUSICAL NOTICE.

HERRLUDWIGSCHLIEBNER

(MUSICAL DIRECTOR).

late Conductor Lyric Orchestra, Competition Choir, &c., Ballarat, Australia,

is prepared to receive Pupils for PIANO, SINGING (Voice Production) and HARMONY.

Candidates coached for all musical examinations in the above subjects, including those examinations to obtain the higher degrees of the Associated Board, Royal College and Royal Academy of Music, London.

For further particulars as to terms, &c., &c., apply—

THE ROBINSON PIANO CO., LD.

Hongkong, 15th August, 1904. [1972]

IMPORTANT NOTICE.

TO HEADS of Families, Hotel Keepers,

Chefs, Boarding Houses, and Messes.

Mr. H. KUTONJEE is prepared to deliver Bread in Hongkong and Kowloon. The sanitary arrangements are as nearly perfect as possible, and the work is under constant Foreign Supervision only.

The Best Flour is used.

Brown Bread made from the well-known Graham Flour a specialty.

H. KUTONJEE,

No. 5, D'Aguilar Street,

or

36 to 38, Elgin Road, Kowloon,

Hongkong, 24th August, 1904. [2064]

WHISKIES.

BUCHANAN'S CELEBRATED

BLENDS OF SCOTCH WHISKY are

Supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... \$12.50

Black and White ... \$16.50

Royal Household ... \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO.,

Wine Merchants and General Storekeepers,

6, Queen's Road.

Hongkong, 22nd August, 1904. [2054]

NOTICE TO MARINERS.

No. 205 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Kintan Lightship to be replaced by a Gas-lighted Lightvessel.

NOTICE IS HEREBY GIVEN that about the beginning of October next, the present Kintan Lightship will be replaced by a Gas-lighted Lightvessel.

The new Lightship will be of steel, 70 feet long and 21 feet beam, painted red with the word "Kintan" on her sides in white letters.

The light will be exhibited from a lantern carried by an iron column, and will be Dioptric Group Occulting, of the Fourth Order, showing a fixed white light varied by two eclipses every 20 seconds as follows:—

Light ... 12 seconds,

Eclipse ... 2 "

Light ... 4 "

Eclipse ... 2 "

and so on.

The centre of the Light will be 30 feet above the water, and the light should be visible in clear weather at a distance of 11 nautical miles.

During foggy or thick weather a 10-owl fog bell will be struck 3 double blows in each minute, the interval between the blows of each pair being 5 seconds, and between two successive pairs of blows 15 seconds.

If the Lightship be driven from her proper station, the usual light will not be shown, but a fixed red light will be exhibited at each end of the vessel during the night and a red flag hoisted by day.

From the 1st of September, until this change is made the signal on the present Kintan Lightvessel will consist of a Gong sounded every 15 seconds.

H. G. MYHRE,

Acting Deputy Coast Inspector.

Imperial Maritime Customs,

Coast Inspector's Office,

Shanghai, 15th August, 1904. [2057]

DAVID CORSAIR & SON'S

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

3486]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from W. T. PUDEPHA, Esq., to Sell by Public Auction,

TO-MORROW (FRIDAY),

the 26th August, 1904, at 2.30 P.M., within his residence, No. 3, LYNNMOON VILLAS, Kowloon.

THE WHOLE of HIS

VALUABLE FURNITURE,

Comprising—

DOUBLE IRON BEDSTEADS with WIRE and RATTAN MATTRESSES

MARBLE-TOP WASHTANDS, TEAK WOOD WARDROBES with BEVELED GLASS, TEAK WOOD EXTENSION DINING TABLE and CHAIRS,

MOROCCO-COVERED ARM CHAIRS, TEAKWOOD SIDEBOARD with GLASS DINING WAGON, DINNER SERVICE, LASSWARE, MARBLE-TOP BLACKWOOD FLOWER STANDS, PICTURES, COOKING STOVE and UTENSILS, &c., &c.

Also

2 COTTAGE PIANOS, one by Dumas, Ellis & Hill, London, and the other by Jul. Bernh. Schroeder, Magdeburg (both in good order and condition);

And

A Quantity of PALMS IN POTS.

Catalogues will be issued.

Terms—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 23rd August, 1904. [2059]

PARTICULARS OF SALE.

OF

THE VERY VALUABLE LEASEHOLD PROPERTY.

Known as No. 5, ROSSMAN STREET, VICTORIA, HONGKONG.

To be Sold by

PUBLIC AUCTION,

By Order of the Mortgagee,

on

FRIDAY,

the 2nd day of SEPTEMBER, 1904, at 3 P.M.,

by

MR. GEO. P. LAMMERT, Auctioneer,

at the premises.

BEING all that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong known and registered in the Land Office as Section A of Marine Lot No. 1A.

The said premises are held for the residue of the term of 99 years granted by an Indenture of Crown Lease dated the 27th day of August, 1874, subject to the payment of the annual sum of \$18, being a proportion of the rent and to the covenants and conditions contained in the said Lease.

For further particulars, apply to

F. X. DALMAIDA & CASTRO,

Solicitor for the Vendor,

or to

MR. GEO. P. LAMMERT,

Auctioneer.

Hongkong, 24th August, 1904. [2067]

AMOI ENGINEERING CO., LD. AMOI

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS,

Manager.

Amoy, 3rd December, 1903. [159]

TAI WOO,

PHOTOGRAPHER AND PORTRAIT PAINTER.

Developing and PRINTING Under-taken. Views for Sale.

33, Queen's Road Central, 2nd Floor.

Hongkong, 8th August, 1904. [1932]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO on every SUNDAY, leaving the Company's Wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M. In Macao the steamer berths at the Perseverance's Wharf.

1st Class, Single Ticket, \$2 with Cabin \$3.00

Return Ticket, \$3 with Cabin \$5.00

Tiffin and Dinner may be had on board at \$1 each meal.

YUK ON & CO., LD.

Hongkong, 3rd August, 1904. [189]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING WEAVING, & DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Offices of the General Managers, on SATURDAY, the 10th SEPTEMBER, at 12.30 P.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th SEPTEMBER, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd August, 1904. [2070]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share and Bonus of 4% per Share for the six months ending 30th June, 1904, declared at Monday's Ordinary Half-yearly Meeting, will be Payable at the Premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 23rd August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 23rd August, 1904. [2056]

PUBLIC COMPANIES

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on SATURDAY, the 27th AUGUST, 1904, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be completely brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th AUGUST, both days inclusive.

By Order of the Board,

C. MOONEY,

Secretary.

Hongkong, 17th August, 1904. [2003]

CHINA SUGAR REFINING CO., LD.

NOTICE.

IN Accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an Interim Dividend of 5% for the half year ending 3rd June, 1904, on the Paid-up Capital.

Dividend Warrants, payable on MONDAY, the 29th AUGUST, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to the 20th inst., both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 9th August, 1904. [1951]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. JARDINE, MATHESON & CO.'S OFFICES, 16th Street, Victoria, HONGKONG, on WEDNESDAY, the 31st day of AUGUST, 1904, at 12.15 o'clock in the afternoon, when the proposed resolutions will be proposed.

Should the said resolutions be passed by the required majority they will be submitted for confirmation as special resolutions to a Second Extraordinary Meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 100,000 new Shares of \$20 each.

2. That such new Shares be issued at a premium of \$30 per Share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new Share for every complete three Shares held by them on 1st October, 1904.

3. That the amount due for the new Shares be called up on 31st December, 1904

INTIMATIONS

WHY NOT?

WHY NOT??

WHY NOT???

IT MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY EASY.

YOUNG AND OLD CAN PLAY THE NOBLEST SCORE WITH THE FINISH AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE, AND IS SOLD AT A REASONABLE PRICE.

EITHER

Cash OR Hire

PURCHASE FROM

\$365.

THE

APOLLO PIANO PLAYER.

CALL IN AND TRY ONE, AT

THE

ROBINSON PIANO CO. LD.

Hongkong, 24th August, 1904. [1400]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [199]

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [12]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903. [207]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903, £16,893,650.

I. AUTHORIZED CAPITAL, £3,000,000.

SUBSCRIBED CAPITAL, 2,750,000.

PAID-UP CAPITAL, 687,500.

II. FIRE FUNDS, 3,956,961 12 3.

THE Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1904. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept risks at current rates.

ALEX. ROSS & CO., Agents.

Hongkong 23rd April, 1904. [1121]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept risks against Fire at current rates.

SIEMSEN & CO., Agents.

Hongkong, 1st January, 1904. [105]

SCIENTIFIC MISCELLANY.

CENTRAL STATION HEAT AND LIGHT—SINGLE TELESCOPIC PICTURES—WIND-SHAPED TREES—LIGHTNING AND CONDUCTORS—A CLEVER FISH—SCIENTIFIC QUESTION OFFICE—DANCE NATURE UP TO DATE—WORLD ORIGIN—SOAPSTONE THREAD.

The steam-heating and electric-lighting combination now being tested by Dresden promises to open a new era in municipal economy. A huge central station of the Saxon government contains ten generators, producing over 55,000 pounds of steam per hour, and this is distributed through street mains to the Royal Opera House, the Picture Gallery, the Zwinger Museum, the Royal Palace, and other buildings. After the morning heating, little steam is needed to keep up the temperature, so that most of the supply can be used for generating electricity, for lighting and other purposes, during the latter part of the day.

The appearance of solidity in photographs—the stereoscopic effect—is usually given by two pictures taken from a slightly different viewpoint. Dr. Gradewitz describes a new single lens that shows a far distant image of a photograph, free from distortion, and under the same conditions of apparent size, distinctness, perspective, light and shade, as those under which the objects themselves would be seen with a short photographic objective. This conveys to the eye a very natural effect suggesting unconsciously a correct perception of relief and distance.

The influence of climate may be studied in the forms of trees. Mark W. Jefferson points out that the prevalent westerly winds from New England to Michigan cause the slender twigs of the maple to be developed horizontally on the east side and vertically on the west, and wind effects may be seen also in the elm, oak, hickory, sycamore and black walnut. The tops of tropical trees are made one-sided to south or west instead of to east.

From Greenwich records for 89 years, W. C. Nash finds the average rainfall to be 24.36 inches, and the number of rainy days 157 yearly.

In a lecture experiment to show the action of lightning and lightning conductors, Sir Oliver Lodge lately represented the electrically-discharged cloud by a thin sheet of metal mounted on non-conducting standards, and charged from a battery at pleasure. This "cloud" sloped downward from front to back, so that the distance of conductors from the underside could be varied by sliding them over the table. Copper, iron and wet string were tried as conductors, and all proved efficient, although the copper was the most intense and rapid, producing a sharp crack at the flash, while iron gave less noise, and the wet string hardly any. Prof. Lodge holds that iron is an efficient conductor as copper, with less tendency to set up the side-flash that in most protected buildings has caused the lightning accidents. He divides lightning into two kinds—the first being the normal discharge from an over-charged cloud to the earth, and the second occurring when a large cloud discharges into a smaller one, generally below it, suddenly overcharging the small cloud, and causing it to discharge violently to earth. The second form, more sudden and violent than the first, is much more difficult to protect against.

A remarkable instance of apparent mimicry in Ceylon has been brought to notice by Dr. A. Willey. A fish commonly known as the sea-bat strikingly resembles a decayed leaf, and a recent observer reports pursuing one of these fishes with a small net, when the creature suddenly disappeared, and the pursuer saw only a yellow jell-like gently and inertly sinking to the bottom. As he turned away, the supposed leaf righted itself and darted off.

The city of Paris has this year opened a scientific information bureau at the Sorbonne, and the inquiries already reach as many as twenty in single days. While special consideration is given to scientific matters in Paris and France, foreign subjects of French interest receive attention.

Hot carbonic acid, saturated (at 45 deg. C.) with cinnamon or clove essence, is recommended by a French physician for ulcers, sores and inflammation.

Nature herself is experimenting in electric plant forcing. In the state of Rio de Janeiro, Brazil, the parasitical plant known as the Tillandsia is very common, and its little hairy seeds are blown long distances in the air, taking root wherever they lodge. They have fastened themselves to the poles and wires of the new electric lighting system of the town of Petropolis. Here they have grown with extraordinary luxuriance, in many places covering the wires with long green garlands studded with red and white flowers, and this unusual development is attributed to the strong light of the electric lamps.

ROWLAND'S KALYDOR FOR THE SKIN

Produces soft, fair, delicate skin, kills all cutaneous eruptions, and insures a lovely delicate complexion to all who use it 2/6, 4/6, of Stores and Chemists.

[3583-2]

It is difficult to make satisfactory any theory of the earliest condition of the solar system. Prof. F. E. Nipher finds mathematical reasons for believing that the nebula could not have been wholly gaseous at the time the planets were separating, and that the only reasonable idea is that the planets were formed from condensing swarms of meteorites. It appears that the sun must have been solid when Mercury left it, becoming fused and vaporized at a later period. It seems improbable that the latter should ever have been in molten condition.

Fibres of quartz are used in certain delicate scientific apparatus. K. E. Guthe shows that similar fibres can be obtained easily from soapstone, which in a gas-oxygen jet fuses readily to a clear bead, from which very fine filaments are drawn out. The elastic fatigue and tensile strength are almost exactly the same as in the quartz fibres.

A twelve years' study of leprosy at Guadeloupe has shown Dr. A. Noel that leprosy is not hereditary. Children born of leprosy parents and nourished on the milk of the mother do not necessarily acquire the disease, as there is no infection at birth.

Best for the Skin and Complexion.

CALVERT'S CARBOLIC TOILET SOAP

(Soothing, cleansing and antiseptic). Pleasant to use, especially to sufferers from perspiration, and most refreshing in hot climates.

F. C. CALVERT & Co., Manchester, Eng.

68-1

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, and hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO. and CHINA MUTUAL S.N. CO.

For further particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [1299]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINDLEIGH LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374.

F. P. DANENBERG, General Manager.

Hongkong, 11th May, 1904. [122]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to S&S&G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902

MAIL TABLES

FOR

1904.

Mounted on Card ... 35 cents
Paper ... 20 cents

On Sale at the Daily Press Office, Hongkong 5th March, 1904

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1904. [78]

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

MANAGERESS, Macdonnell Road

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1902.

INTIMATIONS

LIVER DISORDER THAT DEFIED PHYSICIANS.

BILE BEANS CURED IT.

The conditions of life in hot countries are terribly trying to the liver and digestive organs, and from the disarrangement of those organs arise some of the most troublesome ailments that afflict mankind. For this reason Chas. Forde's Bile Beans are a great boon in hot climates. Bile Beans are purely vegetable in composition, containing no animal or mineral substances of any kind, and however alarming your condition may be, a short trial will convince you that they are the finest modern medicine.

Miss F. A. Adams, of New Street, Winderbourne, Stoke, Wiltshire, England, says: "About two years ago I contracted a chill which at last settled on my liver. I gradually grew weak and feverish and my breathing became very difficult. I lost all my colour and became so weak and listless that I could not take interest in anything."

"I consulted a doctor, who having examined me, said I was suffering from liver complaint, while at the same time my heart was also in a very bad state. He prescribed for me, but his medicines did not do me a bit of good. I then went to Salisbury Infirmary, where I was treated as an out-patient, but though I attended for three months, I got no better, and almost gave up hope of ever being well again. The pains I suffered in my head were dreadful, and to eat was to suffer, because of indigestion. If I stooped down I felt sick, and my head seemed as if it would split open. For months I was like this, and at last had to take to my bed. The neighbours all said I was dying, and I certainly looked like it."

"One day a friend of mine sent me a bottle of Chas. Forde's Bile Beans. I began to take them, and very soon perceived an improvement in my condition. My colour returned, I began to enjoy my food, a thing I had not done for two years; my breathing got better, and in fact I felt stronger with returning hope and confidence, and I have now completely cured me. I am fully convinced that I should not be alive now but for Bile Beans, and I shall never cease to recommend them to all with whom I come in contact."

Charles Forde's Bile Beans for Biliousness are a cure for indigestion, anaemia, weakness, female ailments, heat, ague, malaria, neuralgia, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, headache, loss of appetite, liver complaint, sleeplessness, flatulence, pimples, skin eruptions, and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vitality.

Of all chemists and medicine vendors. Price 75 cents (Mex.) per bottle. [2010-2]

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THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNOLDS & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [1898]

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No. 1, GREEN'S ROAD EAST.

Hongkong, 17th October, 1899. [174]

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THE HONGKONG STEAM WATER

BOAT CO., LD., is prepared to supply

ANY QUANTITY OF PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.

Call Flag W.

J. W. KEW,

Manager,

1st Floor, 37, Connaught Road,

Hongkong, 13th June, 1903. [1473]

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. & B.C. Scott's and Engineering Code.

Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 533 feet.

Length on Blocks... 89 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 253 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length... 371 feet

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

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The COMPANY has a SALVAGE

STEAMER, 712 TONS GROSS, FITTED

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Hongkong, 4th October, 1903.

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TERMS VERY MODERATE.

Consultation Free.

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ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.



LOTUS,

Large Size \$5.00 per 100

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Large Size \$3.00 per 100

Medium \$2.75 per 100

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ARRIVALS.

CHONGKONG, British str., 1,424, H. J. Roope, 24th August, Shanghai 19th August and Swatow 23rd, General.—Jardine, Matheson & Co.
 DECEMBER, German str., 794, Christiansen, 24th August, Newcastle 18th August, General.—Sander, Wieler & Co.
 GENEAT SIMONS, French str., 2,162, Bourdon, 24th August, Marseilles 26th July, and Saigon 21st August, Mails and General.—Messageries Maritimes.
 PSANG, British str., 1,127, W. F. Richard, 23rd August, Tientsin 15th August, Chiofo 18th and Weihaiwei 19th, General.—Jardine, Matheson & Co.
 HATVAN, British str., 1,182, J. S. Rouch, 24th August, Fouchow via Amoy and Swatow 21st August, General.—Douglas Lapraik & Co.
 LOONGMOON, German str., 1,345, Kalkofen, 24th August, Canton 23rd August, General.—Siemssen & Co.
 SCANDIA, German str., 3,135, Behrens, 24th August, Hamburg and Singapore 19th Aug., General.—Hamburg-Amerika Linie.
 UNITY, Norwegian str., 339, Hansen, 24th August, Rangoon 12th August, Oil—Chinese.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 24th August.
 CHONGKONG, British str., for Canton, 24th August.
 PSANG, British str., for Canton, 24th August.
 LOONGMOON, German str., for Shanghai, 24th August.
 MAMU, British str., for Sandakan, 24th August.
 ORANGE, British str., for Bangkok, 24th August.
 HANNOVER, British str., for Yokohama, 24th August.

DEPARTURES.

24th August.
 ECCLESIA, British str., for Nagasaki, 24th August.
 EMPRESS OF INDIA, British str., for Vancouver, 24th August.
 CARLIE, British str., for San Francisco, 24th August.
 OAMPO, British str., for Kobe, 24th August.
 THITOR, German str., for Swatow, 24th August.

VESSELS IN DOCK.

24th August.
 ABREDEEN DOCKS.—Chongkong, Kow on Dock, U. S. S. Pothander, Shanghai, H.M.S. Lanthorn, Letham, Changsha, Deawongse, Telata, Shumut, Korat, Hailan.
 COSMOPOLITAN DOCK.—Shantung, Cranley, Kamsu.

VESSELS PASSED ANJER.

August 5, British str., for London, Wright, August 5, from Singapore for Christmas Island, August 5, Dutch str., Besoke, Boon, June 23, from Rotterdam for Batavia.
 August 7, German str., Altuna, Hellerick, May 15, from Hamburg for Batavia.

VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES.
 PAQUEBOTS—PORT FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
 "ERNEST SIMONS."
 Captain Bourdon, will be despatched for the above ports on or about WEDNESDAY, the 24th inst.

For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 18th August, 1904. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI, MOJI AND KOBE.
 THE Steamship

"EASTERN."
 Captain W. G. McArthur, will be despatched as above TO-DAY, the 25th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

At the assurance the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 24th August, 1904. [2060]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.
 THE Company's Steamship

"PUNDIA."
 will be despatched as above TO-DAY, the 25th inst.

For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 19th August, 1904. [2018]

HAMBURG-AMERIKA LINE.

FOR SHANGHAI.
 (Taking Cargo at through rates to Tientsin).
 THE Steamship

"LOONGMOON."
 Captain F. Kalkofen, will be despatched for the above port TO-MORROW, the 26th inst., at 3 p.m.

This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to
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 Hongkong, 24th August, 1904. [2068]

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Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 p.m., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 p.m.

FARES:
 Saloon \$2.00
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This well-known steamer has been fitted throughout with Electric Light. Unrivaled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.

YIK ON S. S. CO.,
 309, Des Voeux Road Central,
 Hongkong, 9th July, 1904. [1674]

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DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	27th inst. at Noon.
LONDON, AMSTERDAM & ANTWERP	JAVA	Brit. str.	S. Borcham	BUTTERFIELD & SWIRE	30th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	BEVORLICH	Brit. str.	Thomson	P. & O. S. N. Co.	About 2nd Sept.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	Thomson	GIBB, LIVINGSTON & CO.	About 7th Sept.
LONDON, AMSTERDAM & ANTWERP	TRIDENS	Brit. str.	Thomson	BUTTERFIELD & SWIRE	13th Sept.
MASSILLON, &c. VIA PORTS OF CALL.	BARALONG	Brit. str.	H. G. Roberts	NIPPON Yusen Kaisha	24th inst., D'light.
BREMEN, VIA PORTS OF CALL	MANCHE	Freestr.	Mourad	MESSAGERIES MARITIMES	14th Sept., at 1 p.m.
HAVRE & HAMBURG	GNEISENAU	Ger. str.	H. Blocker	MELCHERS & CO.	30th inst.
HAVRE & HAMBURG	SPEZIA	Ger. str.	Mittelfeld	HAMBURG-AMERIKA LINIE	11th Sept.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	20th Sept.
HAVRE & HAMBURG	SAMBA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	3rd Oct.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	18th Oct.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE, LONDON & ANTWERP	BRISGAVIA	Brit. str.	Schulke	SHEWAN, TOMES & CO.	7th Sept.
TRIESTE, &c. VIA SINGAPORE, &c.	LOTHIAN	Brit. str.	G. C. Cundy	GIBB, LIVINGSTON & CO.	About 5th Sept.
GENOA, MARSAILLES & LIVERPOOL	NIPPON	Brit. str.	Mistrorigo	SANDER, WIEBER & CO.	31st inst., P.M.
NEW YORK VIA SUEZ CANAL	EPHOM	Brit. str.	J. Cox	BUTTERFIELD & SWIRE	22nd Sept.
NEW YORK VIA SUEZ CANAL	HUDSON	Brit. str.	J. Cox	SHEWAN, TOMES & CO.	About 3rd Sept.
YANCOUVER, VIA SHANGHAI, &c.	ATHOLL	Brit. str.	Ellis	DODWELL & CO. LD.	20th Sept.
YANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	Ellis	CANADIAN PACIFIC R. CO.	21st Sept.
VICTORIA (B.C.) & SATELLITE VIA NAKI, &c.	ATHENIAN	Brit. str.	Ellis	CANADIAN PACIFIC R. CO.	12th Oct.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TELEMACUS	Brit. str.	Ellis	BUTTERFIELD & SWIRE	7th Sept.
PORTLAND, OREGON	ARABIA	Brit. str.	T. W. Garlick	DODWELL & CO. LIMITED	1st Oct.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	Moore	PORTLAND & ASIATIC CO.	5th Sept.
CHEFOO, WEIHAWEI & TIENTSIN	EASTERN	Brit. str.	Ellis	BUTTERFIELD & SWIRE	17th Sept., Noon.
TIENTSIN	ESANG	Brit. str.	Baddley	GIBB, LIVINGSTON & CO.	To-morrow.
SHANGHAI, MOJI & KOBE	EASTERN	Brit. str.	W. G. McArthur	JARDINE, MATHESON & CO.	30th inst., 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	E. SIMONS	Freestr.	A. Thompson	GIBB, LIVINGSTON & CO.	To-day, at Noon.
SHANGHAI	CHUSAN	Brit. str.	A. Thompson	MESSAGERIES MARITIMES	Quick despatch
SHANGHAI	LOONGMOON	Brit. str.	F. Kalkofen	SIEMSEN & CO.	About 25th inst.
AMOY STRAITS & RANGOON	WOODS	Brit. str.	F. Kalkofen	BUTTERFIELD & SWIRE	To-morrow, 3 p.m.
FOOCHOW, VIA SWATOW & AMOY	PUNDIA	Brit. str.	F. Kalkofen	JARDINE, MATHESON & CO.	To-day.
TAMUL, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	31st inst., 10 A.M.
SWATOW, AMOY & FOOCHOW	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	28th inst., 10 A.M.
MANILA (DIRECT)	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	4th Sept., 10 A.M.
MANILA	HAITAN	Brit. str.	Roch	DOUGLAS LAPRAIK & CO.	To-morrow, Noon.
MANILA	ZAFIRO	Brit. str.	R. Rodger	JARDINE, MATHESON & CO.	To-morrow, 4 p.m.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	SHEWAN, TOMES & CO.	27th inst., 10 A.M.
MANILA	TEAM	Brit. str.	R. W. Almond	DODWELL & CO. LD.	29th inst.
SINGAPORE & SOERABAYA	ROBI	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	30th inst.
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	R. W. Almond	JARDINE, MATHESON & CO.	10th Sept., 10 A.M.
	KUMANG	Brit. str.	R. W. Almond	JARDINE, MATHESON & CO.	To-morrow, 3 p.m.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 H. A. STEWETT

"COROMANDEL."

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 27th AUGUST, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Maddani," 5,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be re-shipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Victoria," due in London on the 9th October.

Parcels will be received at this Office until 1 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 15th August, 1904. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
 WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG, 1904.
 "ATHOLL" 20th Sept.
 For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 9th August, 1904. [1877]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue, THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897.

HONGKONG-CANTON LINE.

THE British steamship
 "YING KING,"
 Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity, hot and cold water service. The cuisine is unequalled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m. and returning from Canton every following evening at 5 p.m.

1st Class \$3.00 for single journey
 2nd 1.50
 Meals 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S. S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904. [7]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain Samuel Bell Smith.
 DEPARTURES from Hongkong, on week days, at 8.30 A.M., for Macao week days at about 2 p.m. and Sundays about 7.30 p.m. FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.
 The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.

MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUL, VIA SWATOW	"FRITHJOF"	SUNDAY, 28th Aug., at 10 A.M.
FOOCHOW, VIA SWATOW	"TRIUMPH"	WEDNESDAY, 31st Aug., at 10 A.M.
TAMUL, VIA SWATOW	"M. STRUVE"	SUNDAY, 4th Sept., at 10 A.M.
AND AMOY	"T. BRANDT"	

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.
 Hongkong, 15th August, 1904. T. ARIMA, Manager [15]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE
SPEZIA (ex BAMBERG), Capt. Mittelfeld	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 30th Aug. Freight.
ANDALUSIA, Capt. Filler	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 11th Sept. Freight.
SAMBA, Capt. Luning	HAVRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 20th Sept. Freight.
SCANDIA, Capt. Behrens	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 3rd Oct. Freight and Passengers.
SUEVIA, Capt. von Dohren	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 18th Oct. Freight.
BRISGAVIA, Capt. Schulke	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT	9,606 tons	W. M. Smith	About 20th August.
S.S. TREMONT	9,606 tons	T. W. Garlick	About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS,
 Hongkong, 24th August, 1904. [7]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat. 27th Aug. 10 A.M.
RUBI	2540	E. W. Almond	Manila	Sat. 10th Sept. 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 20th August, 1904. [116]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"ARABIA"	4,483	Bable	September 5th, 1904.
"ARAGONIA"	5,198	Schulke	September 14th, 1904.
"NUMANTIA"	4,370	Wagner	October 16th, 1904.
"NICOMEDIA"	4,370	Wagner	October 23rd, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 25th August, 1904. [114]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Express" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	TONS	DATE
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons	6,000	WEDNESDAY, 21st Sept.
R.M.S. "ATHENIAN" ... 3,882 Tons	3,882	WEDNESDAY, 12th Oct.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons	6,000	WEDNESDAY, 15th Oct.
R.M.S. "TARTAR" ... 4,425 Tons	4,425	WEDNESDAY, 2nd Nov.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons	6,000	WEDNESDAY, 16th Nov.

Hongkong to London, 1st Class via St. Lawrence 400 via New York 582.
 Intermediate on Steamers 240.
 and 1st Class Rate 242.

THE magnificent TWIN

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

**FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.**

**TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.**

FROM	STEAMERS	TO	DUE
GLASGOW AND LIVERPOOL...	"TYDEUS"	On 24th August.	
GLASGOW AND LIVERPOOL...	"ANTENOR"	On 2nd September.	
GLASGOW AND LIVERPOOL...	"TELEMACHUS"	On 4th September.	

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.
STEAMERS TO SAIL
FOR VICTORIA, SEATTLE, TACOMA, and
ALL PACIFIC COAST PORTS...
On 7th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 17th August, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO, WEIHAIWEI and TIENTSIN	"KANSU"	On 26th August.
SHANGHAI	"WOOSUNG"	On 29th August.
MANILA	"TEAN"	On 30th August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 13th September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 25th August, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SINGAPORE and SOERABAYA	"SUISANG"	Friday, 26th Aug. 3 P.M.
MANILA (DIRECT)	"LOONGSANG"	Friday, 26th Aug. 4 P.M.
TIENTSIN	"ESANG"	Tuesday, 30th Aug. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 6th Sept. 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
Hongkong, 24th August, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG Direct, or via TAKU or CHIN-WAN-TAO to DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:-
S.S. "SWANLEY" ... Captain J. P. Dawson.
S.S. "COURTNEY" ... Captain J. W. Martin.
S.S. "CRANLEY" ... Captain W. E. Steele.
S.S. "IKHAL" ... Captain A. Jennings.
S.S. "ASCOT" ... Captain C. E. Cox.
S.S. "TWEDDALE" ... Captain T. M. Milne.
S.S. "LOTHIAN" ... Captain J. C. Williamson.
The next departure will be the S.S. "LOTHIAN", sailing from here on or about 5th September (taking Cargo for Durban, East London, Port Elizabeth, and Cape Town).
For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.
Hongkong, 19th August, 1904.

"BEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
THE Steamship
"BENVOLICH,"
Captain Thomson, will be despatched as above on or about the 7th September.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 16th August, 1904.

**STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.**
(With liberty to call at Philippine Ports.)
THE Steamship
"HUDSON,"
will be despatched on or about the 15th September.
For Freight or further information, apply to
**STANDARD OIL COMPANY
OF NEW YORK,**
Oriental Freight Department.
Hongkong, 28th July, 1904.

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
651 Tons, Captain Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central, Hongkong, 15th March, 1904.

"SHIRE" LINE STEAMSHIP CO.
FOR HAVRE, LONDON AND ANTWERP.
THE Company's Steamship
"MERIONETHSHIRE,"
Captain G. C. Cundy, will be despatched for the above ports on WEDNESDAY, the 7th September.
This steamer has superior accommodation for Saloon passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 11th August, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the Brazils, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIC PORTS).
THE Company's Steamship
"NIPPON,"
Captain Mistrorigo, will be despatched as above on WEDNESDAY, the 31st inst., P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Princes Buildings, Hongkong, 2nd August, 1904.

VESSLS ON THE BERTH
NIPPON YUSEN KAISHA.
FOR MARSEILLES AND LONDON, via SINGAPORE, PENANG, COLOMBO, AND PORT SAID.
THE Bucknall Line Steamship
"BARALONG,"
Captain H. G. Roberts, will be despatched as above on MONDAY, the 29th inst., at DAYLIGHT.
For Freight, apply to
A. S. MIHARA,
Agent.
Hongkong, 24th August, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK SUEZ VIA CANAL.
THE Steamship
"EPSOM,"
Captain J. Cox, will be despatched for the above port on or about SATURDAY, the 3rd September, to be followed by the Steamship, "CLAUVERBURN," on or about TUESDAY, the 16th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 24th August, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO
PORTS OF BRAZIL AND RIVER PLATE.
ON TUESDAY, the 6th September, 1904, at 1 P.M., the Company's Steamship "MANCHE," Captain Mourad, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, Transhipping Passengers and Cargo at Saigon to S.S. "Polynezie."
Cargo and Specie will be registered for London as well as for Marseille, and accepted in transit through Marseille for the principal places of Europe.
Shipping Orders will be granted till Noon on Monday, the 5th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 24th August, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EASTERN,"
Captain Ellis, will be despatched for the above ports on SATURDAY, the 17th September, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 19th August, 1904.

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP COMPANY, LIMITED.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer
"IDOMENEUS,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th inst.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 20th inst.
No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 25th inst., will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 25th inst., or they will not be recognized.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th August, 1904.

NOTICE TO CONSIGNEES.
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.
THE Company's Steamship
"AUSTRIA,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
This Vessel brings Cargo:-
From Levant ex s.s. *Urania*, transhipped at Port Said.
From Venice ex s.s. *Venus*, transhipped at Trieste.
From South Africa ex s.s. *Bahama*, transhipped at Aden.
Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 25th August, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th August, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 18th August, 1904.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"FORMOSA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:-
From London, &c., ex s.s. *Persia*.
Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., To-day, the 22nd inst.
Goods not cleared by the 28th inst., at 1 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWITT,
Superintendent.
Hongkong, 22nd August, 1904.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship
"LIGHTNING,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 2 P.M. of the 25th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 22nd August, 1904.

NOTICE TO CONSIGNEES.
BOSTON STEAMSHIP COMPANY.
STEAMSHIP "SHAWMUT,"
FROM SEATTLE, VICTORIA, YOKOHAMA, KOBE AND MOJI.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LD.,
Agents.
Hongkong, 22nd August, 1904.

PRINTING OF ALL KINDS at the most moderate prices at
THE "DAILY PRESS" OFFICE
All proofs re read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer

"IDOMENEUS,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 20th inst.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th inst., or they will not be recognized.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th August, 1904.

NOTICE TO CONSIGNEES.
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.
THE Company's Steamship

"AUSTRIA,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:-
From Levant ex s.s. *Urania*, transhipped at Port Said.
From Venice ex s.s. *Venus*, transhipped at Trieste.
From South Africa ex s.s. *Bahama*, transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 25th August, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th August, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 18th August, 1904.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"FORMOSA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-
From London, &c., ex s.s. *Persia*.
Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., To-day, the 22nd inst.

Goods not cleared by the 28th inst., at 1 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWITT,
Superintendent.
Hongkong, 22nd August, 1904.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship
"LIGHTNING,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 25th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 22nd August, 1904.

NOTICE TO CONSIGNEES.
BOSTON STEAMSHIP COMPANY.
STEAMSHIP "SHAWMUT,"
FROM SEATTLE, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LD.,
Agents.
Hongkong, 22nd August, 1904.

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SHIPPING

SHIPPING IN PORT.
STEAMERS.
AMARA, British str., 1,536, C. J. Matlock, 22nd August.—Saigon 18th August, Rice and Flour.—Jardine, Matheson & Co.
ATAKA, British str., 2,392, J. Park, 18th Aug.—New York 25th June, Petroleum.—Standard Oil Co.
AUCHENARDEN, British str., 3,502, Bryce, 22nd August.—Mojil 15th August, Coal.—M. B. Kaisha.
BINI, THUAN, French str., 983, R. L. Gaspe, Katschinan 6th August, Coal.—Bradley & Co.
BORNEO, German str., 2,163, E. Muhle, 23rd August.—Sandakan 10th August, Timber and General.—Melchers & Co.
CARL DIERICHSEN, German str., 774, H. Schlicker, 22nd August.—Haiphong 18th August, General.—Jensen & Co.
CHANGSHA, British str., 2,301, T. Moore, 15th August.—Sydney 19th July and Manila 12th August, General.—Butterfield & Swire.
CHWNSHAN, British str., 1,131, H. S. Lawlor, 21st August.—Manila 18th August, Nil.—Bradley & Co.
CRANLEY, British str., 2,503, W. E. Steele, 22nd August.—Yokohama 14th August, General.—Gibb, Livingston & Co.
DEVAYONGSE, German str., 1,057, Chr. Kampel, 11th August.—Bangkok 4th August, Rice.—Butterfield & Swire.
EASTERN, British str., 2,272, W. G. McArthur, 22nd August.—Australia 30th July, General.—Gibb, Livingston & Co.
ELISABETH RICKMERS, Ger. str., 998, Gotsche, 21st August.—Bangkok 14th August, Rice.—Melchers & Co.
FORMOSA, British str., 2,915, B. W. Snow, 22nd August.—London 9th July, General.—P. & O. S. N. Co.
HAILAN, French str., 377, L. Andersen, 23rd August.—Pakhoi 19th August and Hoibow 21st, General.—A. R. Marty.
HANOI, French str., 753, P. Mercies, 12th Aug.—Haiphong 9th Aug. and Hoibow 11th, Pigs and General.—A. R. Marty & Co.
HOINSTEIN, German str., 1,275, H. Hamer, 22nd August.—Saigon 17th August, Rice and Flour.—Order.
HOPKINS, British str., 1,359, Jas. M. Hay, 22nd August.—Java 15th August, Sugar.—Jardine, Matheson & Co.
KANAU, British str., 1,421, W. Baddeley, 21st August.—Canton 20th August, General.—Butterfield & Swire.
KOUSICHANG, German str., 1,292, S. Simonsen, 21st August.—Bangkok 11th August, General.—Butterfield & Swire.
KORAT, German str., 1,398, H. Hirbner, 16th August.—Singapore 26th July, and Bangkok 9th August, General.—Norddeutscher Lloyd.
LABETTES, British str., 1,341, J. B. Jackson, Saigon 9th August, Rice and Meal.—Chinese.
LIGHTNING, British str., 2,122, J. G. Spence, 22nd August.—Calcutta 6th August and Straits 17th, General.—David Sassoon & Co., Ltd.
LOONGSANG, British str., 1,092, G. S. Weigall, 22nd Aug.—Manila 19th Aug. General.—Jardine, Matheson & Co.
LOTHIAN, British str., 3,222, J. C. Williamson, 4th August.—Salina Cruz 30th June.—China Commercial S. S. Co.
MAUSANG, British str., 1,644, S. J. Payne, 10th August.—Sandakan 4th August, Timber.—Jardine, Matheson & Co.
ORANGE, Norwegian str., 1,901, Joh. Dannevig, 19th Aug.—Bangkok 12th Aug. General.—Sander, WIELER & Co.
OSCAR II., Norwegian str., 2,000, R. Olson, 23rd August.—Kuchinotzu 16th Aug. Coal.—M. B. Kaisha.
PETERARCH, German str., 1,252, C. Ahrens, 19th August.—Saigon 15th August, General.—Chinese.
PITSANULOK, German str., 1,267, C. Fuchs, 20th August.—Bangkok and Swatow 19th August, Rice.—Butterfield & Swire.
PRINS VALDEMAR, Danish steamer, 3,614, L. Koch, 19th August.—Sungai 15th Aug. General.—Melchers & Co.
PROMETHEUS, Norwegian str., 1,024, H. Lersbryggen, 21st August.—Bangkok 14th August, Rice.—Chinese.
PUNDA, British str., 2,126, R. F. Thomson, 22nd August.—Rangoon, Calcutta 29th July and Singapore 17th August, General.—Jardine, Matheson & Co.
QUANGNAM, French str., 710, Jean Vidal, 17th August.—Saigon via Haiphong 10th Aug. General.—Bradley & Co.
ROEHAMPTON, British str., 1,391, Jackson, 5th August.—Venice 26th June, Oil.—Standard Oil Co.
SAMSEN, German str., 998, Rohwaldt, 17th August.—Kobichang 11th August, Rice.—Melchers & Co.
SHANTUNG, British str., 1,837, J. Marnoch, 8th August.—Java ports 30th July, General.—Butterfield & Swire.
SHAWMUT, American str., 9,606, Smith, 22nd August.—Tacoma 18th July, General.—Dodwell & Co.
SIKH, British str., 3,216, James Rowley, 5th July.—New York 4th May, General.—Dodwell & Co.
SUISANG, British str., 1,776, James Young,

17th August.—Pekalongan (Java) 8th August, Sugar.—Jardine, Matheson & Co.
TSINTAU, German str., 1,002, O. Koch, 15th August.—Bankor 10th August and Kobichang 11th, Rice, Cotton and General.—North German Lloyd.
THREMA, Norwegian str., 1,209, T. Thomassen, 21st August.—Kobe and Moji 14th August, General.—Chinese.
ZAFIRO, British str., 1,611, R. Rodger, 22nd August.—Manila 20th August, General.—Shewan, Tomes & Co.

SAILING SHIPS.
E. B. SUTTON, American barque, 1,248, John, 19th July.—Chefoo 25th June, Ballast.—Order.
ECLIPSE, British ship, 2,978, J. McBryde, 10th May.—New York 10th December, 1903, Cas. Oil.—Standard Oil Co.
EVIE J. RAY, American bgo, 913, Kestin, 6th August.—Manila 24th June, Timber.—Sander, WIELER & Co.
KENTWORTH, British barque, 2,334, Burch, 14th June.—New York 29th January, Kerosine.—Standard Oil Co.
QUEEN ELIZABETH, British ship, 1,700, C. E. Fulton, 22nd August.—New York 10th April, Kerosene Oil.—Standard Oil Co.
SOKOTO, British t.m. barque, 2,193, William Burke, New York 3rd April, Petroleum.—Standard Oil Co.
TONGATE, British barque, 949, A. Hutton, 28th May.—Fremantle 23rd March, Sandalwood.—Gillman & Co.
CHERRY, water tank and tug.
HANDY, torpedo boat destroyer.
HUMBER, British storeship, P. M. Captain Rialore.
LEVATHAN, cruiser, Capt. Stopford.
OTTER, torpedo boat destroyer, Lieut. E. H. Jellicoe.
RAMBLER, surveying ship, C. E. Munro.
ROSARIO, loop, Captain Vivian.
SIRIUS, cruiser, C. H. H. Moore.
TAKU, torpedo-boat destroyer.
TAMAR, receiving ship, Commodore C. G. Dickson.
VIRAGO, torpedo-boat destroyer.
FOREIGN WARSHIPS.
GENERAL ALAVA, American transport, Captain Whittin.
HELENA, U.S. gunboat.
TITANIA, German cruiser, Capt. Schaake.

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